







Official Journal of the
**MINNESOTA
TRANSPORTATION
MUSEUM, INC.**

193 Pennsylvania Avenue East
St. Paul, MN 55101
Vol. 35, No. 3

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CIRCULATION

The *MinneGazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

SUBMISSIONS

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

**SEND DUES, ADDRESS CHANGES
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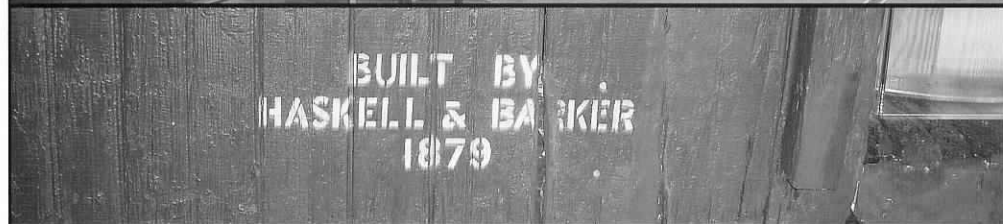
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Above: St. Paul & Pacific boxcar #1320, built in 1879, is displayed inside the Mill City Museum in Minneapolis. It sits on the location of the original tracks that penetrated the Washburn "A" mill. Aaron Isaacs photos.

Front Cover: This signal tower guarded the Milwaukee Road's 11th Ave. south grade crossing, where LRT runs today. Minnesota Paints is now Valspar. To commemorate the opening of the Hiawatha light rail line, this issue celebrates railroading in the Hiawatha Corridor with vintage photos and the same locations now.

Inside Front Cover: The LRT yard and shop sit on the site of the former Milwaukee Road coach yard. After the South Minneapolis engine house was demolished, the coach yard became home to the railroad's switchers passenger and transfer locomotives. Note the Bell Telephone building and City Hall in the distance. Top: Joe Elliott photo. Bottom: Aaron Isaacs photo.



CHAIRMAN'S COLUMN

Scott Reed

Boat update

I wanted to bring you up to date on the Steamboat Minnehaha situation. An agreement was signed recently between MTM and the new Museum of Lake Minnetonka (MLM). For this summer, the Minnehaha is operating as part of MTM. Both parties are still holding discussions, but the outcome of those is unclear. The MTM Board of Directors will evaluate the success of this year's operation and decide over the next winter whether to sell the Minnehaha to MLM, do a lease arrangement or pursue some other course of action.

Lots of events

This has been a busy summer for special events. The biggest, of course, was the National Railway Historical Society's annual convention, held in St. Paul June 29-July 4. The NRHS Northstar Chapter, many of whose members are also MTM members, hosted the convention and MTM played a big role. July 1st was MTM day.

*Leave
A LEGACY*



Alternating bus loads of conventioners visited the Jackson Street Roundhouse and the Como/Harriet Streetcar Line. The MTM Classic Bus Division ran shuttles from the Linden Hills depot.

At 9:30 PM a night photo session was held at the Jackson Street roundhouse. Steve Barry of Railfan and Railroad magazine did the setup and lighting for the group. On July 2, MTM members **George Isaacs, Aaron Isaacs and Russ Olson** made presentations on "Minnesota's Electric Railways, Past and Present". MTM member Professor **Don L. Hoffsommer** spoke on "The History of Railroading in Minnesota".

On July 4, a special excursion was operated on the Osceola & St. Croix Valley Railway from Withrow to Dresser and back.

The Chicago & North Western Historical Society came to town on June 11 and 12. The Classic Bus Division fielded five buses at once to move attendees around the metro area.

The Traction Division was deeply involved in the startup of the Hiawatha light rail line. Traction volunteers were very visible assisting on the Hennepin County May 25th VIP trip, and on the June 26th LRT startup they rode the trains assisting passengers. Between those events and the special June 12 LRT trip commemorating the end of the streetcars 50 years ago, we got a lot of free media coverage.

I can't tell you how pleased I am that all these events went off like clockwork. Our volunteers were organized and professional. Our guests enjoyed themselves and left impressed. I want to thank all who participated for making MTM look very good indeed.

TRACTION REPORT

- Louis Hoffman

The Campaign for Como-Harriet - Final Result is \$284,024!

Great thanks to all who contributed and all who helped with The Campaign. The legacy of your great generosity of time, talent, and treasure will be a rebuilt, extended, and improved streetcar line that will serve the Museum and its passengers well into the middle of the century. Final results: \$127,500 in labor and materials, \$119,783 in cash (including \$13,455 from the last Annual Appeal), and \$36,741 in pledges yet to be paid for a grand total of \$284,024! Especially helpful were donations of 1,700 ties by Paul Webster of Webster Industries and the agreement of the Minneapolis Park and Recreation

Board to fund the restoration of Cottage City and the Linden Hills pedestrian underpass (both owned by the Park Board), the work to be done by the City of Minneapolis. Thanks to **Mike Monahan** of SRF Engineering, Assistant Superintendent Judd Reitkerk of the Park Board, and Interim Park Superintendent **Jon Gurban**. These two generous donations covered the Museum's twenty percent match, leaving the cash donations to cover the considerable costs of engineering design and construction supervision.

TEA-21 Project

Now that the money and material is on hand, we'll report more on the project itself. The project memorandum - MnDOT's requirement that each and every detail of the project be described in exhaustive detail - is complete and just about approved. Bids will be let soon. We were hoping for construction during the slow period between Labor Day and Halloween. But it's almost certain that construction will start and resume in the spring. This will, of course, prevent consideration of special Christmas and Easter events to 2005 and 2006 respectively, make training and recertification a challenge next spring, and result in a lot of volunteer-based clean-up and finish-up work next spring and summer. But the end result will be a rebuilt and extended railroad with restored historic structures along the line.

Lowry Meadow and the Chalet Station

As if The Campaign for Como-Harriet and the TEA-21 project aren't enough to keep your Traction Division volunteers busy, this project may have taken on a life of its own. It started as the Museum's proposal to build a picnic grove, to be called Lowry Meadow, on the site of the Park Board's Richfield Road maintenance facility, across the road from Lake Calhoun. Not the most attractive site, we thought it'd look much better as our own mini-version of the prototypical streetcar company picnic grove. Planned to include basic landscaping, picnic tables, a small playground, and a shelter (perhaps the still-extant Wirth Park shelter at the end of the old Glenwood Avenue line?), the project would, we hoped, eventually see the renovation of the maintenance building into an all-weather, all-season party building with a siding or spur for chartered streetcars to lay over on. Lowry Meadow would create an actual destination for our regular passengers - imagine taking the

family on a weeknight picnic after work - as well as allowing us to offer more complete facilities to charter passengers, including our growing birthday party business.

But, in the railway museum business, things are rarely that simple. In this case, Park Board Interim Superintendent Jon Gurban is most familiar with the Como-Harriet Streetcar Line. He lives in the house just behind the Linden Hills Carbarn. His suggestion (and he loved the Lowry Meadow proposal), based on the Park Board's own plans to relocate the maintenance facility, was the construction of a replica of the 1912 chalet-style station. The main level would house the Museum's exhibits, store, and ticket office as well as a neighborhood history museum. The Park Board would occupy a portion of the lower level as a maintenance facility, replacing the Richfield Road site. The Museum would use a portion of the basement for current uses - garden, maintenance, and merchandise supply storage - and possibly a climate-controlled area for artifact storage.

The Museum's original thinking was to complete Lowry Meadow in phases with the Chalet Station, the most expensive part, coming at the end. More current discussions have focused on a more comprehensive plan for the southeast Lake Calhoun area of which Lowry Meadow would be a part of. Current ideas - and this is just at the idea stage - include a slightly larger Chalet Station that might include a coffee shop, a Harry Wild Jones-style display car barn, museum, and party facility at the Richfield Road site, a larger Lowry Meadow where the present archery range is located, an alternate main line to the south of the archery range along the Lake Calhoun-Lake Harriet channel to a new plaza at the intersection of Richfield Road, West Lake Calhoun Parkway, and William Berry Parkway, and the restoration of Mesaba #10 as a parlor-dining car available for charters. While costly, and there's no source of funding, these are all ideas that senior Park Board staff is very interested in. Look for more information in these pages as plans develop.

Tractioners get sneak preview ride Hiawatha Line on June 12

Many of you know that members of the Minnesota Railfans Association, a forerunner of today's Museum, were the last passengers to ride Twin City Lines streetcars. Two streetcars, our #1300 and #1775, a steel-sheathed

streetcar, were chartered on June 19, 1954, the day after service ended, for a tour of all remaining electrified lines, a lunch stop at the Linden Hills Station, a well-known group photo at the Brookside Avenue Loop in Edina, and a visit to Snelling Station that resulted in the "liberation" of a number of souvenirs that, we think, weren't included in the ticket price!). Present on that sad day were current members **Bill Cordes, Clark Johnson** (who arranged the trip with TCRT president and soon-to-be-felon **Fred Ossanna**), **Corbin Kidder, Jim Kreuzberger, Bill Olsen, Norm Podas, and Fred Rhodes**. Also present on that trip were the late **Ray Bensen, Herb Bodlund, Gene Corbey, John Hemak, Bob Macnie, Wayne Olsen, and Bob Schumacher**. Many Museum members will recognize these names and their many contributions to the Museum's traction program.

Fast forward 49 years and 51 weeks to the morning of June 12, 2004. A strong contingent of Traction Division volunteers and Museum leadership and friends - about 135 or two LRVs worth - toured the Hiawatha Line (Metro Transit route 55) from Hennepin Avenue to Fort Snelling stations just two weeks before service started on June 26. Many thanks to Metropolitan Council and Metro Transit staff, especially Met Council's **Nacho Diaz, Joe Marie**, Metro Transit's rail chief, and **Sheri Gingrich and Stu Swartz** of Metro Transit Rail Operations, for making this trip possible. A special thanks to **Aaron Isaacs** for serving as liaison between the Museum and Metro Transit. Finally, thanks to General Superintendent **Jim Vaitkunas** and **John DeWitt** for organization from the Museum's end of things. Needless to say, a grand time was had by all.

The group boarded two regularly scheduled trains (trains had already started running the full schedule in test mode sans passengers) at the Franklin Avenue station shortly after 9:00 a.m. Most walked from the neighboring Operations and Maintenance Facility, but the Classic Bus Division supplied a bus that made two round trips. One on the train, they proceeded south to Fort Snelling, north to Hennepin Avenue, and unloaded at the Cedar-Riverside station. LRV #109 was spotted on the nearby balloon track - just like #s 1300 and 1775 on June 19, 1954 at Brookside Avenue fifty years ago, and three group photos were taken - everyone, Traction Division volunteers, and the twelve survivors of the June 19, 1954 and other last trips from the final year.

We then proceeded, again by LRV on non-revenue trackage, back to the O&M Facility (Franklin Avenue Yards and Shops would be preferable, in my opinion) for a short program. Emcee **Aaron Isaacs** introduced longtime Museum friend and light rail proponent, Hennepin County Commissioner **Peter McLaughlin**, who spoke about the long fight for light rail and the fight ahead for the Northstar Line and more light rail lines. Commissioner McLaughlin was followed by Metro Transit Marketing and Communications Director **Bob Gibbons**, Traction Division stalwart **George Isaacs**, a long-time light rail proponent and CHSL founding father; former Minnegasette editor, and Traction Division volunteer **Fred Rhodes**, who reminisced about the final days of streetcar service in Minneapolis, Traction General Superintendent **Jim Vaitkunas**, and Museum Chair **Scott Reed**.

The event had brief coverage on KSTP's evening news later that day and a nice half-page spread on page 3 of the StarTribune's Metro/State section. That article featured the June 19, 1954 group shot at the Brookside Loop as well as a wonderful picture of **George and Florence Isaacs**.

Commemoration of the end of streetcar service on June 18, 1954 at Lake Harriet on June 19

With all the hoopla surrounding our excursion and the opening of the Hiawatha Line a week later on June 26, the Museum also squeezed in a commemoration of that rainy day in 1954 on which the last four streetcar lines in Minneapolis closed with about a half dozen former TCRT employees and a crowd of about 75 members and guests at an open house on June 19 at the Linden Hills Carbarn.

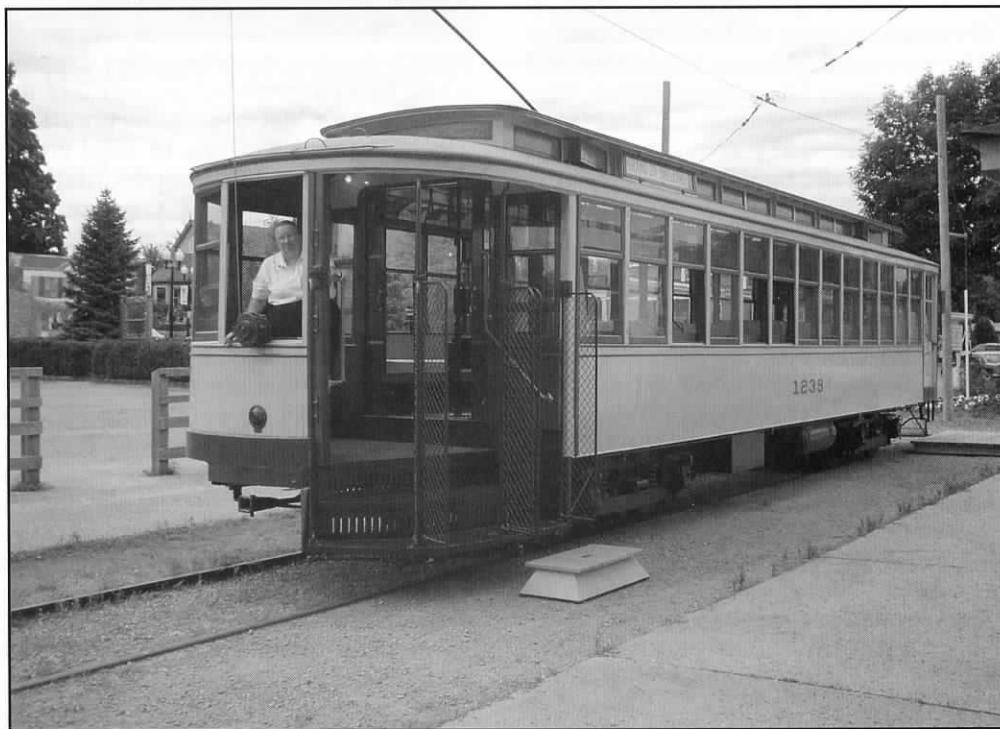
Traction Division participates in the opening of the Hiawatha Line on June 26

Museum members - more than fifty strong - were instrumental in making the festivities surrounding the opening of Metro Transit's Hiawatha Line a grand success - that and flawless operations that carried nearly 100,000 passengers! Museum volunteers helped with crowd control and information at all stations. Our buses were an important part of the celebration at the 50th Street/Minnehaha Park station. Sadly, plans to have #1300 on display at the Government Plaza or Downtown East/Metrodome stations fell through.



#1239 is in service at Excelsior.

That's Kathy Prestholdt on the rear platform. John Prestholdt photos.



But the Museum did have a tent at Downtown East/Metrodome where we were able to spread the word about the Museum.

Thanks to all for their hard work. Special thanks to Classic Bus Division General Superintendent (and Metro Transit employee) **Ken Luebeck** for serving as the liaison between the Museum and Metro Transit and **Noel Petit** for coordinating the Museum's volunteers.

Previously, fourteen Traction Division volunteers, **Charles Barthold**, **Mike**

Coffey, **John DeWitt**, **Mark Digre**, **Tom Fairbairn**, **Bill Graham**, **Scott Heiderich**, **Mike Helde**, **George Isaacs**, **Russ Isbrandt**, **Kurt Kullberg**, **Jerry Olsen**, **Russ Olson**, **Dick Stoner**, and **Jim Vaitkunas**, assisted with a May 25 event for a large number of invited guests hosted by the Metropolitan Transit Development Board, chaired by longtime Museum friend and supporter, Hennepin County Commissioner Peter McLaughlin. One benefit of volunteering – all those present got a ride even before our special June 12 trip!

NRHS visits Como-Harriet Streetcar Line as part of convention on July 1; Awards \$2,000 grant for Winona #10

This year's National Railway Historical Society annual convention was hosted by the local North Star Chapter and featured seven bus loads of conventioners visiting Lake Harriet on Thursday, July 1. All three streetcars were out and running. One of the Classic Bus Division's 1954 General Motors TDH-5105 buses made trips around Lake Harriet. And the car barn was open for tours and treats (apple cider and cookies). In addition, many members cleared out their basements to stock a railroad and traction flea market that, in addition to the sale of regular souvenir items, added nicely to the Traction Division's bottom line. Because of the spacing of the buses' arrivals and departures and the large crews to keep three streetcars operating smoothly, operations continued in between the buses. That resulted in continuous operations from 9:00 a.m. to dusk. In addition to visits to Jackson Street, Osceola, the Hiawatha Line, the Lake Superior Railroad Museum and North Shore Scenic Railroad in Duluth, and a trip to Winona behind Milwaukee Road #261 and Canadian Pacific "Royal Hudson" #2816, the NRHS leadership approved a \$2,000 grant for the walkover seats for Winona #10. Many thanks to the NRHS for their generosity.

Labor Day CERA visit to Como-Harriet and Excelsior Streetcar Lines Postponed

Unfortunately, this trip has been postponed to Memorial Day weekend 2005. As noted in a past Minnegazette, CERA's spring trip was to Russia and the Baltic states. CERA's trip planners decided there just wasn't enough time to plan the Twin Cities trip after returning from Russia.

Engineering Department Update

The Traction Division management team welcomes longtime member and volunteer **Keith Anderson** as the new Chief Engineering Officer. Keith, who also is the Vice-Chair of the Museum's Board of Directors, is charged with developing a short, medium, and long-range plan addressing the maintenance, repair, and improvement needs and organizing volunteers to implement those plans for both of the Division's streetcar lines. Many thanks to **Scott Heiderich**, also a longtime member and volunteer (as well as a Museum Board



MTM streetcars and classic buses turned out for the NRHS convention. Louis Hoffman photo

member) for his many years of service in this position. Scott, as a Museum Board member and long-time Traction Division volunteer, will remain on the Traction Committee.

When the Excelsior Streetcar Line and the Excelsior Car barn were built in 1998, the car barn tracks were laid before the barn was built. The result – the track leading into door number one was so off-center that #1239 could barely squeeze through the doorway. On March 30 and 31, Railroad Specialties, a local track construction concern with whom we've worked before, fixed the problem, allowing #1239 easy ingress and egress. Department forces have been spending much time repairing and realigning the overhead wire at Excelsior – professionally but poorly installed. Another problem at Excelsior is the overhead wire. As this Minnegazette goes to press, the condition of the wire is preventing #1239 from entering service. A three-phase program to bring the wire into top-notch condition will, hopefully, be underway by the time this is in your mailbox.

Mechanical Department Update

Work on #265 this spring included replacement of battery wiring and separation from 600 volt wiring, installing an enclosure around the shunt for the ammeter, remounting the resistors to provide additional clearance between the resistors and the rear truck, replacement of rotted window sash, and some last-minute controller repairs.

Work continues on Winona #10. With the realignment of track number one at the Excelsior Car barn, #1239 was finally able to be easily moved out of the maintenance bay and #10 moved in. The linoleum flooring in the main compartment and one platform and rotten canvas roof were removed as a prelude to a thorough examination of the underlying wood.

Spring saw final electrical and mechanical adjustments to #1239, including fine-tuning the gate control mechanism. Now cleared for service, the process of orienting nearly three dozen volunteers started, meaning that #1239 isn't likely to see revenue service until July or August.

On the fundraising side, the Winona #10 fundraising team of David Gepner, Bill Graham, and Jim Vaitkunas made a presentation to the Winona County Historical Society on May 19, one of what we expect to be many trips to the Winona area to tap local interest in this rare Winona transit artifact. We received a \$2,000 grant from the National Railway Historical Society to help pay for the walkover seats for the car. In addition, an application will be sent to TRAINS magazine for its annual \$10,000 preservation award. Can you contribute? The more money we can raise, the sooner Winona #10 will

burnish the rails from Lake Harriet to Lake Calhoun. Checks payable to the Minnesota Transportation Museum should be mailed to: Winona #10 Fund, Jim Vaitkunas, 155 Chaparral Drive, Apple Valley, Minnesota 55124

You can also donate on-line via the Museum's website at www.mtmuseum.org. Please be sure to designate your donation for the Traction Division and Winona #10.

Passenger Traffic Department Update

According to the National Weather Service, May 2004 was the fourth wettest since records have been kept in Minnesota. Thus the poor ridership despite five weekends and an extra week of daily operations. Memorial Day, as usual, was a big day despite less than ideal weather – it just rained a little instead of all day. Lakewood Cemetery has all sorts of special events, including a ceremony at 10:30 a.m. Streetcar service starts at 9:00 a.m., one-half hour earlier than the usual start of "early bird" holiday service. And a second streetcar is operated on the 12:30 to 4:30 p.m. shift. Total passenger count was 998 with 750 tokens, nearly a quarter of the entire month's ridership. The good news is that revenue is ahead of last May thanks to our fare increase, season pass and multi-ride ticket sales, and strong souvenir sales. June started out wet and ended unseasonably cool. Ridership was respectable if not strong.

		Passenger Traffic			
	Passengers	Tokens	Charters	Passengers	Total
May	4,446	3,112	13	343	4,789
June	7,979	5,395	15	572	8,551
Total	12,425	8,507	28	915	13,340

We've been working on various promotional schemes as well. Look for the newly-designed (thanks to Bill and Linda Lundborg) informational signs at both Lake Harriet and Excelsior and the directional signs at Excelsior. We're working on directional signs on Highway 7 (brown historic site signs) and in southwest Minneapolis (our design). This will happen in late summer, City and State bureaucracy willing. Thanks to the City of Excelsior, especially Deputy City Clerk Cheri Johnson, for cooperation in having the Excelsior directional signs installed.

Look for scenes of the Como-Harriet line on KARE-11 television thanks to Linden Hills neighbor and KARE-11

anchor Frank Vascellaro, which were coordinated by Passenger Traffic Manager **Rod Eaton**. We were featured on a short segment in late May on KSTP's morning news coordinated by **Bill Graham**. And there was plenty of streetcar coverage during the media frenzy surrounding the opening of the Hiawatha Line. There's now information about the Excelsior Streetcar Line at the City of Excelsior's website as well as a link to the Museum's website. Thanks to Deputy City Clerk **Cheri Johnson** for arranging this and to License and Permit Representative **Enda Burgess** for keeping City Hall stocked with the new CHSL/ESL brochures. And don't forget the beautiful new t-shirts designed by **David and Sharon Kinney** of Wentworth Screenprinting in northeast Minneapolis - \$14.00 for adult sizes and \$12.00 for kid sizes, all available at the Linden Hills Station. Finally, look for the special, limited edition Halloween Ghost Trolley t-shirts!

Small changes have been made in the Excelsior schedule. Thursday service in conjunction with the Farmer's Market have been extended from the first Thursday in May through the last Thursday in October to coincide with the Farmer's Market's season. Weekend service will start on the first Saturday in May and end in mid-September to better reflect the Excelsior tourist season.

Safety and Training Department Update

Welcome new operators and station agents! At Lake Harriet, 24 foremen, 58 operators, and 9 station agents were on the roster. Nine members are in various stages of training: **Tim Behary, Mike Coffey, Wendy Dunham, Tom Fairbairn, Russ Isbrandt, Bob Johnson, Bruce Kobs, George Meyer and Joe Plante**. With an influx of Lake Harriet veterans, the Excelsior roster has swelled with 32 recertified or trained foremen and operators and another 15 who have expressed interest but are yet to be trained or certified. Thanks to Safety and Training Department staff **John DeWitt, Bill Graham, Dave French, Superintendent Greg Taylor**, and all who helped.

Restaurants on Rails

- **Louis Hoffman**

No, this isn't about dinner trains. It's about local restaurants accessible by rail or with rail views. This will be a semi-regular Minnegazette feature and reader submissions are welcome.

The idea for this feature came to me as my family dined on the patio at Cap's Grille at 5000 Hiawatha Avenue in Minneapolis, immediately adjacent to the 50th Street/Minnehaha Park station on the Hiawatha Line, and watched a steady stream of LRVs pass by. Cap's is known for its excellent barbecue, and excellent it is (more on that later).

We were there for breakfast (weekends only). My usual is the "Three Teamer:" two eggs, Cap's famous golden brown potatoes, toast (I usually substitute an English muffin but Cap's buttered Texas toast is popular with our kids), and meat - I recommend the bacon - all served on a steel skillet. Another favorite is the biscuits and sausage gravy - light, powdery biscuits topped by a tangy sausage gravy. It's one of the Twin Cities' better breakfasts.

At lunch and dinner, barbecue is king. The ribs are meaty and tender and Cap's has an excellent sauce, not too sweet and nice and tangy. While not as well known as other local rib joints, Cap's compares very favorably to any of them. There are a variety of other barbecue dishes - chicken, pork chops, pulled pork - all excellent cooked with Cap's sauce. But, for me, the ribs are so good that I rarely have anything else.

There's no children's menu but there are items for all but the pickiest children (believe me, this writer knows!) like chicken fingers and mozzarella sticks.

The décor features antiques, including some toy trains, as well as historic photos, including some of Twin Cities streetcars. The restaurant features large windows that allow good views of frequent LRVs. In warm weather, there are a number of tables on the patio, in the shade for dinner, and featuring umbrellas for the sun, that let you add the sound of the LRVs. As an added treat, it's a short walk across Hiawatha Avenue to the Museum's Minnehaha Depot, open from 12:30 to 4:30 p.m. on Sundays and holidays from Memorial Day weekend through Labor Day.

Cap's owner, **Don Matson**, was a big booster of the Hiawatha Line. During a visit to San Diego, he talked with San Diego Trolley officials about light rail in the community and talked with many local officials, including contractors who frequented Cap's for lunch. The experience so far - lunchtime business is booming with downtown workers. One afternoon, 28 people got off a southbound train for lunch!

Cap's Grille - great food and great trains. Take the Metro Transit Hiawatha Line to 50th Street/Minnehaha Park - you can't miss it. You can also take

Metro Transit bus route 27 (Minnehaha Avenue-East 26th & 28th Streets). Contact Metro Transit at 612.373.3333 or online at www.metrotransit.org for schedules. Cap's is at 5000 Hiawatha Avenue. The telephone number is 612-722-2277. Cap's also caters. But you don't get to watch trains.

EXCELSIOR STREETCAR REPORT

-**Bill Graham**

This season, a total of 34 MTMers recertified to operate car 78 on the Excelsior Streetcar Line. **Marv Krafve** again has telephoned to schedule operating crews, while **Bob Johnson, Bruce Kobs** and **Jim Willmore** have acted as cashiers. No. 78 has operated flawlessly, and passenger loads have been good, particularly on Thursdays during the Excelsior Farmers' Market. The tours of the workshop continue to be a major hit with our passengers, especially with the little ones who love to climb steps, ring bells, ask questions and generally try to get their minds around our big, yellow streetcars.

Car #1239 was moved from the workshop into the ready barn on July 13. The previous week while conducting a test run, 1239 grounded out her main contactor, knocking out the main power supply and requiring the Tuesday Guys to push the car back into the barn with whatever they could muster. A faulty arc chute was identified as the culprit, and **Ken Albrecht** and **Tom Fairbairn** installed a new one which appeared to fix the problem.

A bigger defugement, however, was the fact that the trolley wire in the yard area and near Morse Avenue hung low enough to drag on the car's roof. 1239 was disabled in the ready barn until the overhead could be raised and re-tensioned. As a result, test running and crew training on the car had to be deferred until repairs could be made.

Every car the Traction Division has restored has had teething problems when first returned to service, and 1239 is no different. Each restoration is a one-of-a-kind creation, hand-fashioned by different people at different times. After a few hours of operation and a few, usually minor fixes, our cars have run beautifully and reliably for many years. An example is Duluth Street Railway 265 which has run in Museum service at Lake Harriet for the past 22 years, often filling in for other cars undergoing repair. It's worth noting that this is nearly as long as the 23 years of regular transit service which the car ran in Duluth, from 1916 to 1939.

As 1239 was moved out of the workshop, Winona Railway, Light & Power No. 10 was moved in to begin a restoration program estimated to take 4 to 5 years. Work on refinishing No. 10's woodwork and windows began last winter, and half of the 38 window units had been rebuilt by mid-summer. **George Ittner** continued work on stripping and re-gluing the 16 door leaves. **Ken Albrecht** assembled the parts he will need to replicate the mechanisms for operating the doors and folding steps. The platform floors are rotted and buckled, and will have to be replaced. A decision is pending about whether to retain the compartment flooring. This summer, the underframe will be sandblasted and painted after any needed repairs are made. A sound, clean underframe makes the work to install hardware and appliances under the car more pleasant.

The structure of No. 10 utilizes steel framing underneath with steel side sills extending up to the belt rail along either side. Steel sheeting, riveted to the outside, has buckled and rusted through at several places along the bottom edges, a common problem when steel cars are exposed to moisture. This corrosion must be repaired in order to halt further damage and improve the car's appearance. This might be done by grinding off the dozens of rivets and cutting out the lower 8 inches of rusted side sheet. New sheeting would be welded in and holes drilled for new rivets which then would have to be installed. This would be a slow, costly process, and the restoration crew is looking for an easier technique to repair this damage. If any reader has any ideas about how this can be done, the restoration group would like to hear you.

Superintendent **Jim Vaitkunas** wrote an application to the National Railway Historical Society for a grant of \$2,500 to be used for obtaining appropriate seats for No. 10. During the NRHS convention we received word that the grant had been approved. The goal of this restoration is to replace hardware and equipment on the car that matches the original installations to the maximum extent possible. MTM's parts inventory is notably lacking in early St. Louis Car Company artifacts, and we have contacted several museums around Canada and the US searching for the type of walk-over seat that Winona 10 originally carried. These are quite rare, and finding a complete, matching set of 12 such seats is only

that much harder. The seats are known to exist, but the other museums who own them must agree to part with them for a price MTM can afford. Stay tuned.

Meanwhile, work continues at the Lake Harriet workshop on rebuilding two controllers for Winona 10. A trolley swivel base for the car has been overhauled, and work will continue to repair brake valves and mechanical parts. The normal tear-down phase will consume the next year or so, before the main rebuilding can begin. There is lots of fun, interesting work ahead, and new volunteers are always welcome. If you are interested, please contact **Bill Graham**, 952-435-9724.

RAILROAD REPORT

-Dick Kolter

This year the Railroad Division started the operating season in the middle of April, rather than Memorial Day weekend, as has been the case in past years. We did this as a test to see if early season operation could be successful. We have always assumed that there wouldn't be enough interest early in the season. When analyzing expenses it was evident that many of the major expenses, like insurance, were yearly charges and wouldn't increase if we lengthened the season. We found during April and May that we had more than enough passengers to pay the expenses that would be avoided by not operating, and therefore additional money was earned. A benefit we didn't plan on was that since passenger loads were light, the crew, both operating crew and car hosts, had more time to visit extensively with the people. On several occasions people told us that they came that day because some of their friends had been there the previous week and enjoyed it.

The Railroad Division's recently formed long range planning committee has been fine tuning the plan that was developed earlier in the year and has reviewed progress on the projects under way. A high priority item has been to repair the BN6234 SD-9 locomotive to operating condition and to test it at Osceola during the 2004 season. The major problem with this locomotive, when it was given to us was that the main generator did not work. The generator has been removed, repaired, replaced, and tested. No other major problems have been found. New batteries were needed and because of their high cost could be considered a major problem, even though they are not difficult to install.



The Osceola & St. Croix Valley has a new logo and graphic look. **Louis Hoffman photo.**

The repair work on coach 1096 that has been going on since late 2003 is now complete and it is hoped that it will be possible to get the car to Osceola for the fall busy season. If everything works out, the 6234, 1096 and one boxcar will get to Osceola around Labor Day. The boxcar is one of three donated to the Railroad Division by BNSF that were received during the summer. All three of the boxcars will be used for storage, at least for the present, one at Osceola and the other two at Jackson Street.

It is hoped that with that use of the two boxcars for storage, some space can be freed up inside the roundhouse for work on restoration projects. An area being eyed up by the active roundhouse volunteers is in what is referred to as Bay B. The plan is to develop an area for doing wood working projects. Our long-range plan currently includes eventual restoration of the DM&IR coach parked in the yard so that it can be used as an open window type coach. This car will need a considerable amount of woodwork restoration.

On July fourth we hosted one of our longest charters at Osceola. The trip involved almost the entire Dresser Sub, took most of the day and was attended by over two hundred people. The occasion was the annual convention of the National Railway Historical Society which was being held in the Twin Cities at the time. Unlike most charters, which start from Osceola, this one departed from Withrow. The conventioners were bused from their hotel to Withrow for a 9:30 departure on the five car special train consisting of the A-11



State Park Rangers are riding trains that make a special stop in the William O'Brien State Park. Louis Hoffman photo.

business car, three coaches and the newly restored baggage concession car #265, all pulled by GP7 locomotive 559.

The crew was on duty at 6:00 A.M. and moved the train into Withrow facing east just as the busses were arriving. About 30 people were afforded first class service in A-11, while the rest occupied the coaches. All were free to move about the train, especially to the "new" concession car. The program for the day included a photo run by stop at a location just east of the river bridge, a meet with the regular train at Osceola, and a stop at

the Dresser depot so the passengers could get off and eat lunch. Lunch was served at the Dresser Community Center a short walk from the depot.

At Dresser the train was run through the wye so that it would be facing west for the return trip to Withrow. On the return trip an extended stop was made at Osceola to allow the passengers to see the Depot and watch the regular train pass through. A mail pickup was arranged for the regular train as it passed. The special arrived back at Withrow at 3:30 P. M. About twenty-five volunteers made this trip successful.

Great Northern baggage car #265 is now serving at Osceola, giving NP #1102 a rest. Louis Hoffman photo.



The Safety and Training Department is already looking forward to the 2005 season because it is again time for the bi-annual rules re-certification. Classes for the USOR and GCOR rules will be scheduled sometime midway through the winter and will probably be held at Jackson Street. This training requires a large commitment of time on the part of all operating crew members and any new volunteers who want to become qualified for train service.

Planning for winter maintenance will be completed soon. Last winter major restoration projects were completed on coach 1096 and baggage car 265. The long range planning committee has set some priorities and it is very likely that some donated cars will arrive in time to become projects for any one interested. As was mentioned earlier two ex Great Northern coaches have been given to the Railroad Division by a museum in New Jersey. These will be moved to Minnesota as money becomes available to cover the expense. It is expected that most of this cost will be donated. Another donation of an ex Great Northern car will include the cost of moving it to Jackson Street. This car is a round end observation car that has been found in Ohio. A group of about twenty people has been formed to raise the necessary money to acquire the car and donate it to the Railroad Division.

Anyone interested in working on a specific project should contact one of the maintenance managers soon so planning can include everyone who has a special desire to work on a specific car. Several people in the Osceola area are studying the possibility of working on a car or two at Osceola. They are making plans to heat their work areas, or at least put up protection from the weather like is done in the construction industry.

Early information on the operating season is encouraging. Up to the July fourth weekend the passenger count was up fifteen percent from last year and the revenue was up thirty four percent. Food has been served to 690 people. The large Fourth of July charter was an important part of this increase.

Opposite page: Northern Pacific twin 4-6-2s #2156 (foreground) and 2153 are both disassembled inside Jackson Street, next to BN SD 9 #6234. In Bay A is this recently acquired live steam model locomotive. Aaron Isaacs photos.

CLASSIC BUS OPERATIONS

-Ken Luebeck

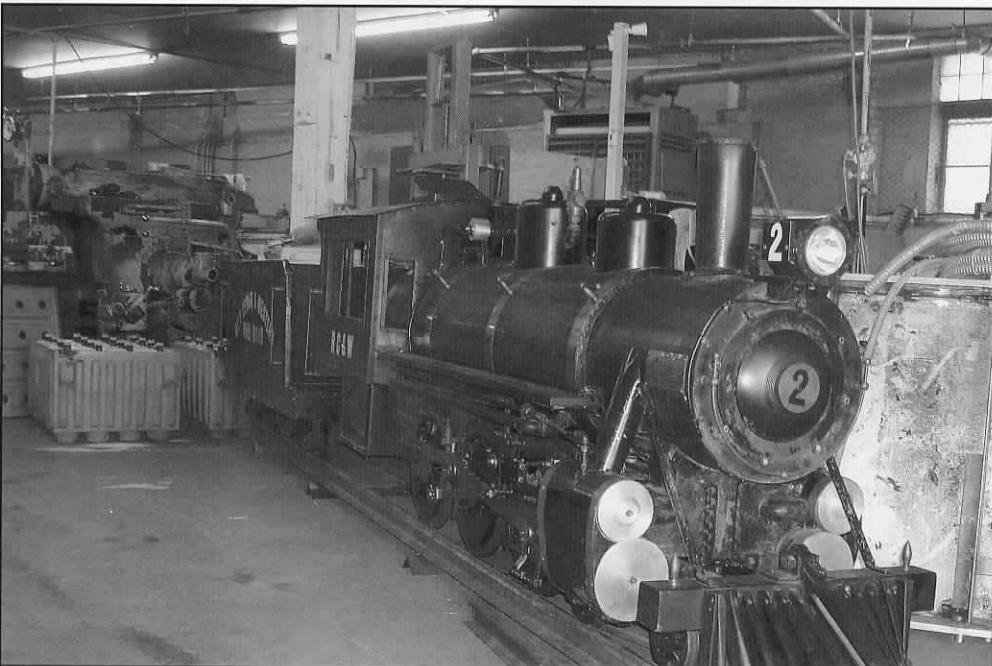
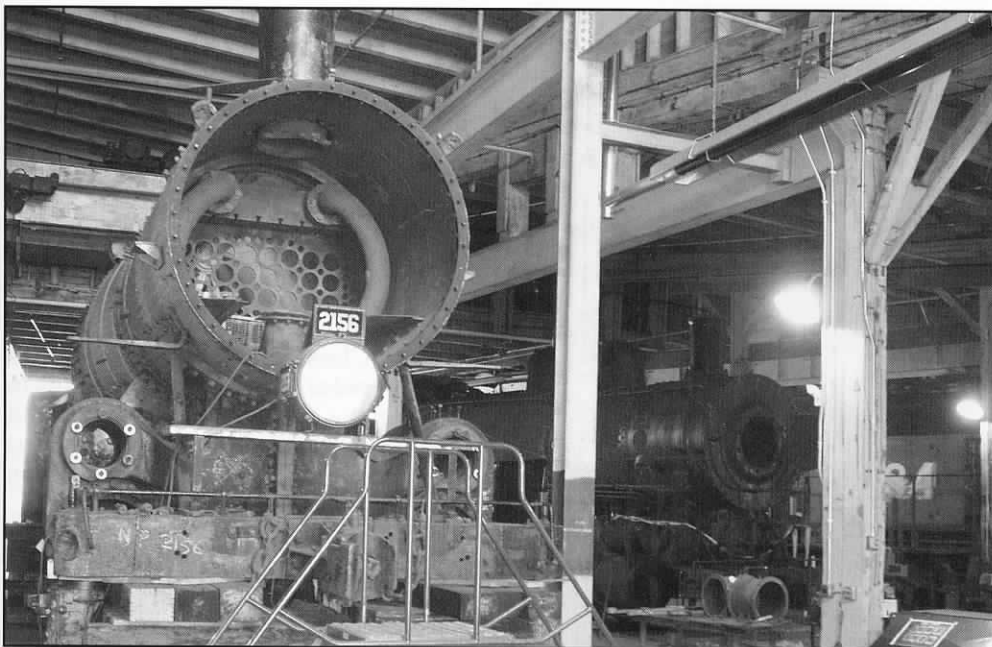
#1399 visits the Princess Depot again

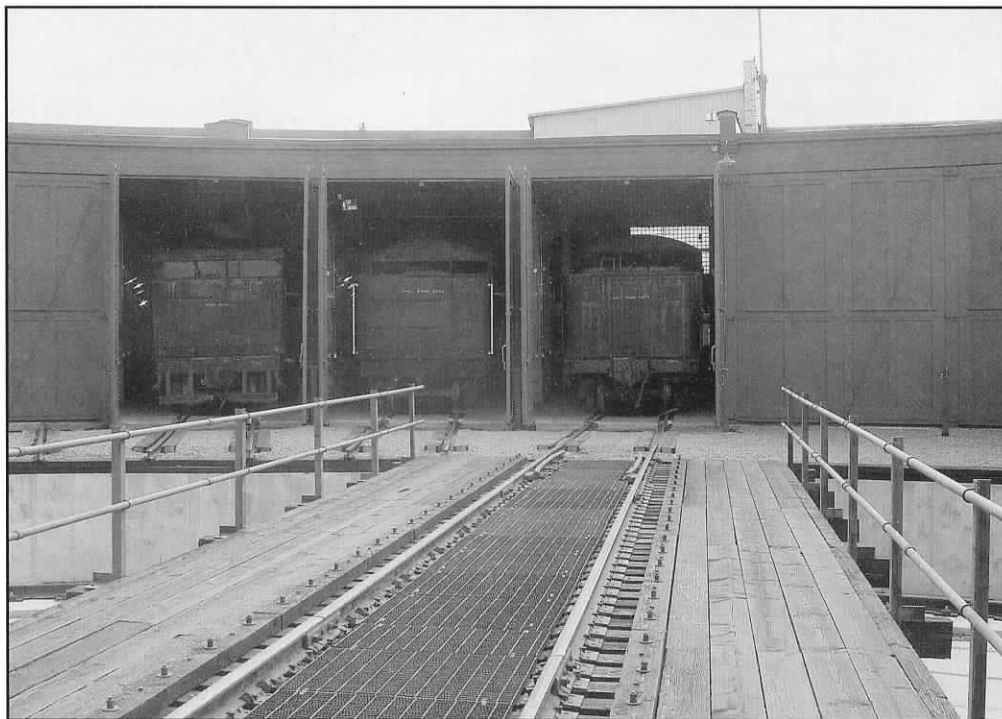
The pride of MTM's bus fleet, #1399, had among its first appearances this year a return to the traditional Minnehaha Depot open house. Stationmaster **Corbin Kidder** reported higher attendance at this year's season opener than any recent year. And #1399 got good exposure too. Unfortunately, #1399's engine developed trouble again shortly after this event. So it is again out of service. Work is in progress to diagnose the problem. We hope to have it running again soon.

The CNW On Parade

June 11th & 12th were the most ambitious operations the bus division has thus far undertaken. The Chicago & Northwestern Railway Historical Society was in town, and we were virtually all of their transportation logistics. Normally one would not expect bus transportation to be a star in the show when a railway group convenes. But did the cameras ever flash as five MTM buses in a row pulled up at the Holiday Inn, Bandana Square the morning of Friday June 11, 2004 to take the CNW members out to Osceola. In the procession were, in order, Twin City Lines #1145, the DTA #601 (our "new" 1951 over-the-road coach), Twin City Lines #1171 (a.k.a. Richfield Lines #97), Twin City Lines #1364, and Twin City Lines #1303 (a.k.a. Lorenz #99). #1303 sported a rear exterior advertising sign with a picture of all the buses lined up, the words "Follow the bus to the Minnesota Transportation Museum," and of course our phone number. Drivers for the event were, in order, **Ken Luebeck**, **Howard Smeby**, **Rick Hoiium**, **Scott Heiderich**, and **LEE Bennett**. This being the first time we had ran this many buses at once, Mechanic **Phil Epstein** followed in the his van with the tools just in case. Fortunately, everything ran well that day.

Saturday June 12th had four buses running 4 different tour routes for the CNW. While this looked less impressive than five in a row, logistically it was actually more challenging. Drivers Saturday were **Burt Foster**, **Scott Pankow**, **Howard Smeby**, and **John Kennedy**. As always, **Phil Epstein** was on hand. Unfortunately, the #601 broke down this day. But we had a stand-by bus ready. Earlier, Phil Epstein had





The tenders of #328, 2153 and 2156 give a real working railroad look to Jackson Street.



Burlington Northern has donated these three ex-Great Northern 50-foot boxcars. Built in 1967, they will be used for storage.

done the work to get the MTM's crane truck DOT-certified and equipped for towing buses. **Phil Epstein** and **Howard Smeby** later towed the bus back to Jackson Street without incident.

More Conventions & Events

The National Railway Historical Society used three buses at once for various duties all day and into the night on July 1, 2004. Though we were not their primary transportation provider, we thank them for their donation and for using our fleet.

Next year we do not have any railway historical societies inquiring. But we do have some other opportunities in 2005. The largest inquiry we have received is from the Automatic Musical Instrument Collector's Association. We do not yet know if they will use us, but it is encouraging to have the inquiries.

Twin City Lines #1303 gets rebuilt engine

The Museum wishes to express its sincere gratitude to Glen and the all the others at Central Truck Service of Isanti, MN for providing deeply discounted rates for the rebuild of Twin City Lines #1303's (Lorenz #99) engine. So now we have two buses with rebuilt engines. Of our operating fleet, that leaves only #1364 which still needs an engine rebuild. Classic Bus Operations thanks **Scott Heiderich** for assisting Phil in moving the bus to Central Truck and **Mrs. Eleanor Luebeck** (Ken's mother) for assisting with transportation in retrieving it again.

The Duluth Transit Authority #601/Jefferson Lines #122

The #601 is our most recent addition to the fleet. It is a General Motors PD 4103. It is a 4 speed over the road coach. Originally bought by Jefferson Lines in 1951, it was used by Duluth Transit Authority as a "business bus." But the firm that owned it the longest wasn't even a bus company. The owners of Peterson Bros. Trucking of Proctor, MN used it for visits to the Twin Cities and to bring people to a church camp in northern Minnesota. Look for a more complete write-up on this bus in a future Minnegazette.

What are we doing with all these buses?

Some of you wonder why we have all of these buses anyhow? Notice that everything we have acquired these past two years runs and has ran this year with patrons on board. But since you asked, we do have a collection plan. Led by MTM Classic Bus Curator **Mike Onderker**, a couple years back we formed an acquisition plan for the collection of classic buses. In the plan we considered first what the Museum can ultimately use and second what buses are available. We also considered the mechanical reliability and heritage. Our fleet plan includes a backbone of General Motors TDH 5105s (such as #1399). About half of our 5105s will be in Twin City Lines cream & red with blue band (like #1399). The other half will be in other historic paint schemes, such as North Suburban Lines (Lorenz), Richfield Lines, and perhaps, Duluth Transit Authority. Also in the plan are a few other notable buses of different models. These include buses we already have (#630, #198, #601, and the Rochester Yellow) and possibly one to three others. We have done a thorough

search of the Upper Midwest over several years. We are aware of several dozens of older buses; we have carefully chosen a small sample of the best of these. Like previous acquisitions, everything we get will be immediately brought to good, safe running condition. Soon we will also be in the business of more complete restorations. Ultimately, our goal is build to where we can completely restore one bus each year.

Where will we put all of these buses?

The folks at Jackson Street Roundhouse have been quite generous, but if we add much else to the back yard we will be in the way. Especially as we begin exterior restoration, we need an indoor home. A building would give our maintenance forces an indoor place to work and protect our fleet from weathering. Perhaps an old Fire Station would make a good starter home? Or even a suitable pole barn. We really haven't even begun looking enough to know how much funds we would need for acquisition and upkeep. So a home for us will be one giant step. It might take a couple years to get there from here. But to bring us to the next level, it's the step we need to take.

Passenger Agent

The Classic Bus Division is still looking for a passenger agent. Maybe you can't drive the bus or don't feel you can turn wrenches. We could use someone to serve as a contact for patrons desiring classic buses. Interested? If we can interest you in helping out in any way large or small, then give us a call (**Ken Luebeck**: 612-490-1003), send us an e-mail, or simply stop by the Bus Shops in the back of JSRH. We are there most Saturdays by about 10 A.M.

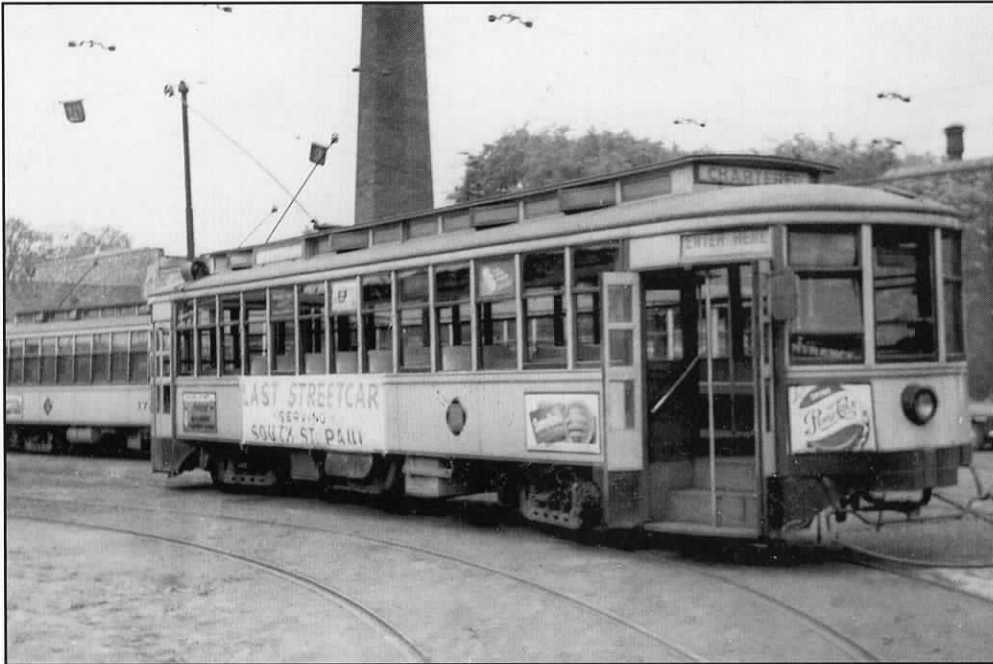


Great Northern coach #1096 has received all new lightly tinted windows and an exterior paint touch up at Jackson Street. The car was built for the Chicago & North Western's 400 service with lightly tinted windows. The C&NW later replaced these with dark green glass that gave a gloomy feel to the interior. All new window seals will prevent the leakage that caused corrosion over the years. Aaron Isaacs photos.

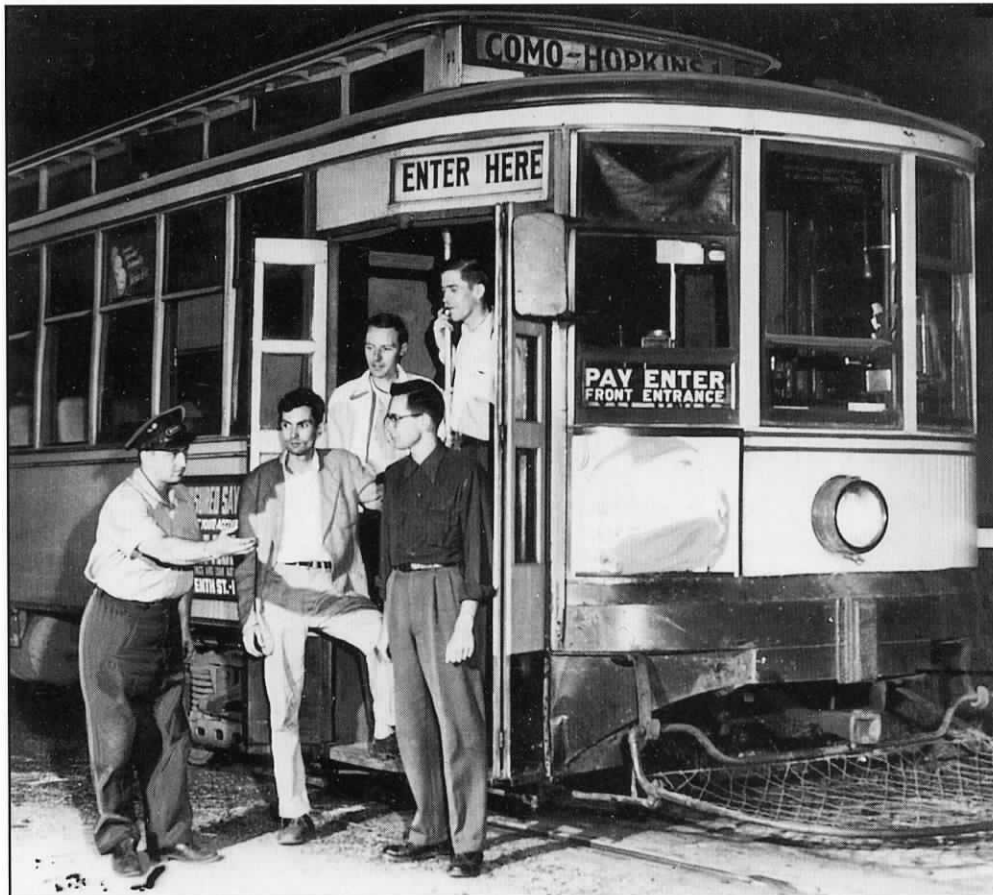


LAST RUNS

Most MTMers know about the June 19th, 1954 last trip, when #1300 and #1775 roamed the remaining trackage the day after the last lines were abandoned. In fact, there were several last runs as the Ossanna management closed down line after line. Future MTM members were always present. All photos MTM collection.



Last car to South St. Paul, May 18, 1952 at Duluth Station.



The last Hopkins car on August 4, 1951. Left to right in the doorway are Corbin Kidder, Bob Schumacher, Russ Olson and Edwin Nelson.



Above: This is the last Glenwood-4th Avenue car. The men in the photo include Jim Bertrand, Bill Cordes, Bob Schumacher, and others. Below: Two retired motormen paused at the controls.

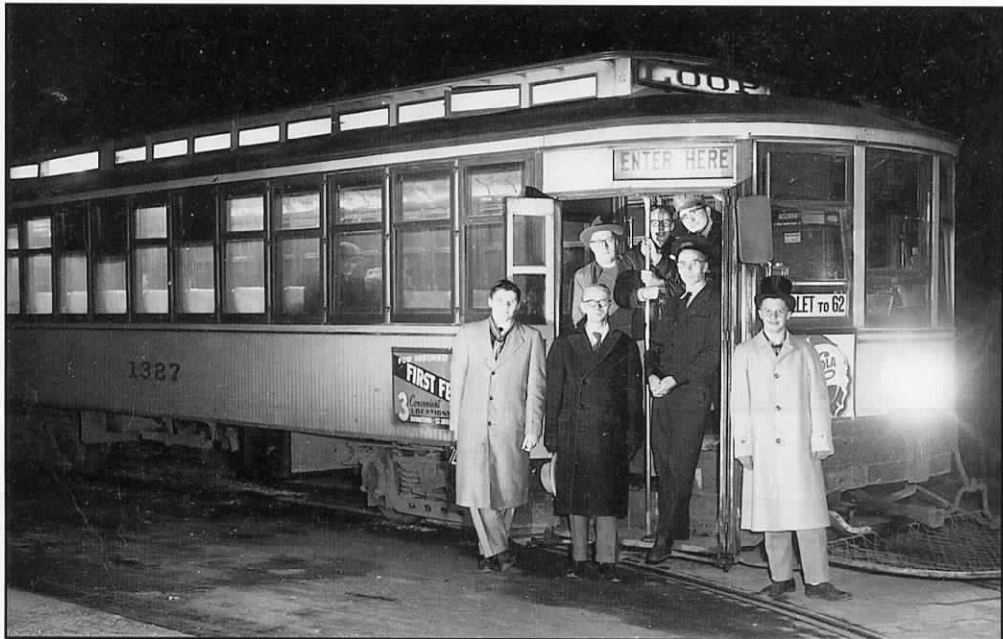




venue car on March 6, 1954. Future MTM members
umacher, Bill Olsen and Gene Corbey.
he controls of the last Selby-Lake car on July 11, 1953.



MRA chartered PCC #408 for the last trip into downtown St. Paul on University Avenue on October 31, 1953.



Above: The Nicollet Avenue line quit on March 26, 1954.

Below: The very last scheduled run was by the oldest remaining car, #1166, ending at Como and Eustis at 1:34 AM on June 19, 1954.





50 years separate these two group photos. The Minnesota Railroad's Chicago-MTMT Como-Harriet volunteers rode the light rail before it opened for the public and re-created the group.





Railfan's chartered cars 1775 and 1300 the day after abandonment in 1954.
 ted the group shot at the turning loop next to the Cedar-Riverside station. Jessica Lbarra photo for MTM.





THE HIAWATHA CORRIDOR

THEN AND NOW



Left page: Streetcar #1492, bound for Plymouth Avenue, turns from 5th Street onto 1st Avenue North in 1953. The Warehouse District station, shown on opening day, now occupies this site. The Plymouth and Chamber of Commerce buildings survive in the background.

Above and left: 5th Street has been closed in front of City Hall to make room for the Government Center Station. St. Paul-Minneapolis streetcars once ran here. All MTM collection.



The intersection of 4th & Chicago has certainly changed. In January 1947 something has stacked up these Bloomington-Columbia Heights cars on Chicago. At left is the Rock Island fruit house, replaced by the Metrodome and LRT opening day festivities. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.





Before 1950, Franklin Avenue, Cedar Avenue and the Milwaukee Road met at one very congested grade crossing. The Minnesota Highway Department grade separated Franklin, diverted Cedar a block to the south and grade separated it. This is the Franklin bridge and station, reused by LRT. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.





24th Street no longer crosses the tracks, as it did in this 1920 view, but a bike path still does, complete with crossing signal. Minnesota Historical Society collection.





The Minneapolis Milling Company at 35th and Hiawatha is now owned by ADM, and still an active rail shipper.
Both Minnesota Historical Society collection.





Grain cars are still spotted on the Hiawatha side of the Nokomis Mill at 35th Street. Minnesota Historical Society collection.





The Minnehaha-Fort Snelling streetcar line crossed the Milwaukee Road on 42nd Avenue, just north of the Minnehaha Depot. The streetcar in the background looks warped because it was just hit broadside by a locomotive and has been switched onto the Minnehaha Falls spur to clear the line. 42nd Avenue has been removed, but its pavement is still in place between the surviving rails (arrow), now owned by the Park Board. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.

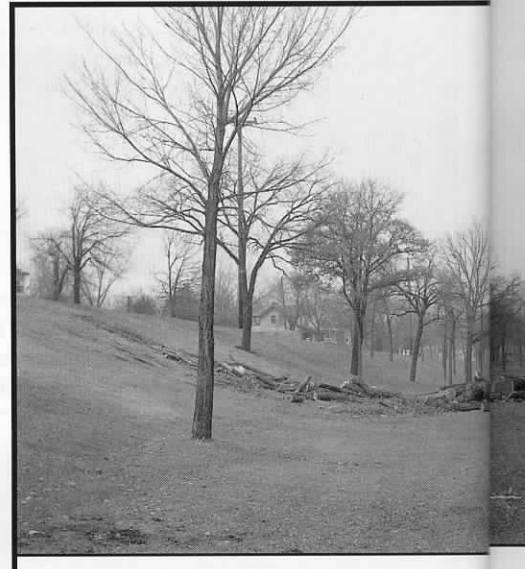




You're looking north on the original Fort Snelling line right of way a block south of the Minnehaha Depot. In 1923 the line was diverted to a residential neighborhood and the new Veterans Hospital. Two blocks of the old line were kept in place to serve the Soldiers Home and extra center poles were the last to survive. MTM collection.



The Minnehaha Depot at left is the only constant in these two photos looking south from Minnehaha Parkway, the older in 1907. Minnesota Historical Society collection.





diverted via 42nd Avenue and 54th Street to serve a
extras for celebrations in Minnehaha Park. The archaic



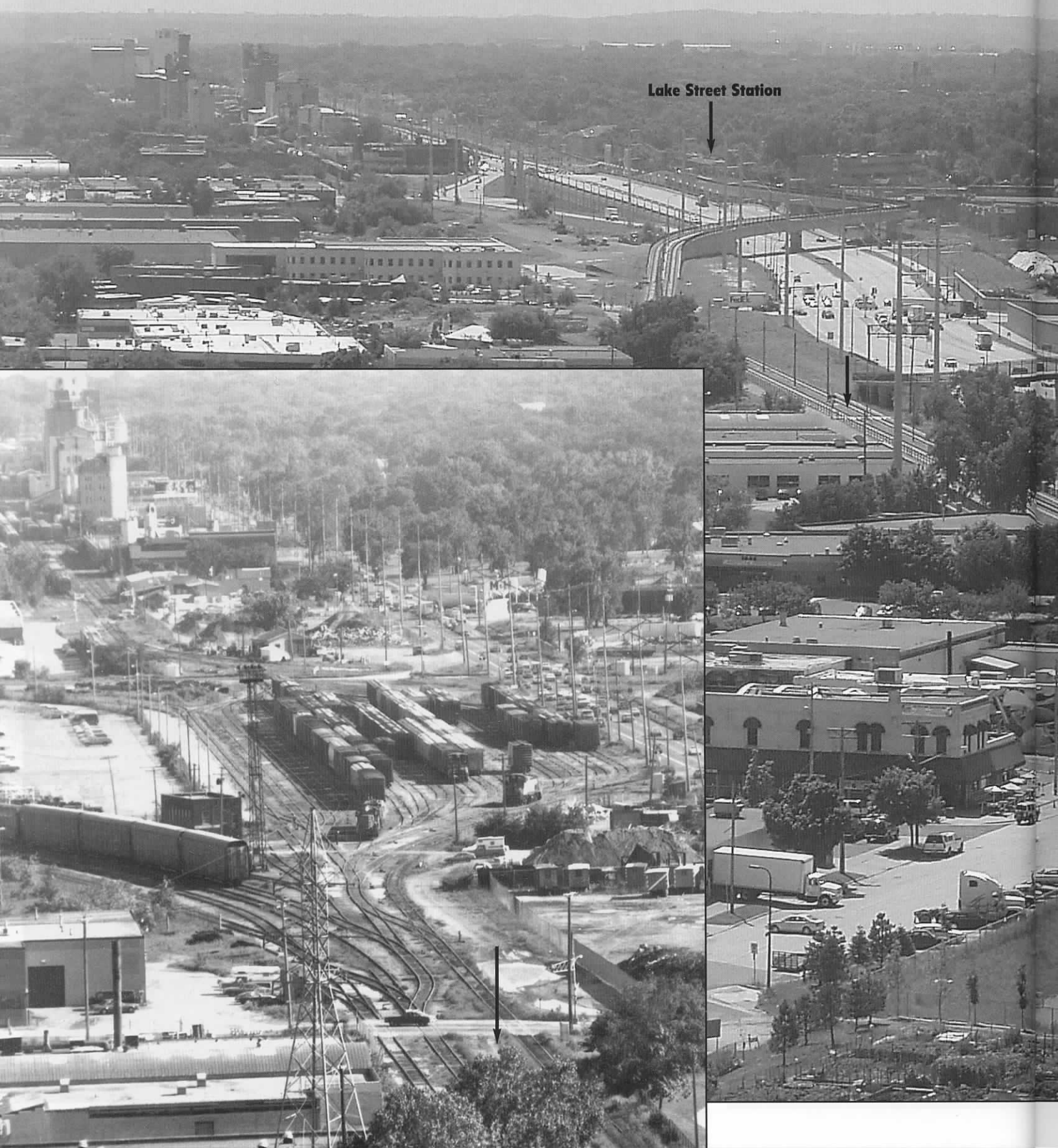
We couldn't find a vintage photo at the above location. The retaining wall and pole line at right mark the old Fort Snelling streetcar right of south of 54th Street and just west of the present Highway 55.



In 1955 a power line was constructed through the park between Hiawatha and the Milwaukee Road. These views look north from 52nd Street (center) and south from 50th Street. (right) Minnesota Historical Society collection.



The Hiawatha Corridor has certainly changed since this telephoto view looking south from a Cedar Square West hi-rise in the mid-1970's. The Milwaukee Road is gone, replaced by the Hiawatha Line as far south as 26th Street. The 24th Street grade crossing is marked by arrows in both photos. MTM collection







After streetcar abandonment, Lake Street Station was torn down and replaced by Hi-Lake Shopping Center. The LRT passes to the east on elevated structure. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.



Inside Rear Cover: (Top) A Rock Island passenger train crosses 10th Ave. South, just north of the front cover photo. Bill Graham photo. Bottom: This view looks North from the Nokomis Mill at 35th Street. Hiawatha Avenue is at left. Minnesota Historical Society collection. Rear cover: TCRT management stripped the seats from seven cars, fitted them with long tables and served lunch as they paraded from Hennepin Avenue in downtown Minneapolis to Snelling Shops on the last day of regular service, June 18, 1954. The banner on the car side reads, "Progress: Fastest Conversion in American Transit History!"



1-27-50
Norton & Peel photo
192-911





MINNESOTA STREETCAR MUSEUM

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August 2021

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